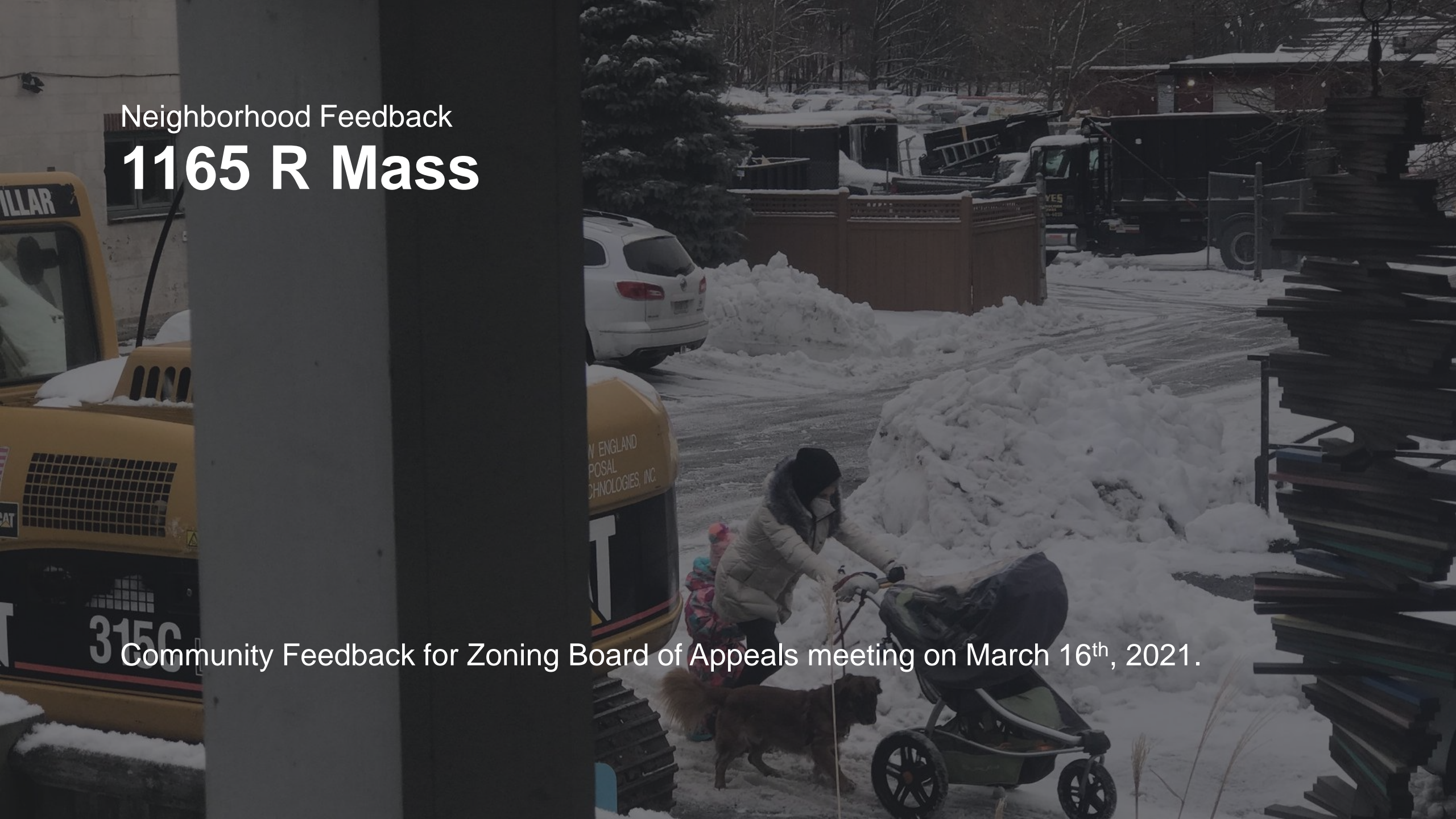


Neighborhood Feedback

# 1165 R Mass

Community Feedback for Zoning Board of Appeals meeting on March 16<sup>th</sup>, 2021.



# Questions For Beta

## Deeper understanding of traffic study assumptions & impacts

### Original Study Design

Before digging into specifics we have some concerns about how the study was conducted as it may not represent the true usage of our street:

**Volume:** We don't understand why Beck Road wasn't included in the measurement as it's a primary entry and exit point for vehicles on our block.

**Patterns:** A Tuesday and Wednesday in February isn't representative of the volume on our street as most of the neighboring businesses (landscape/construction) are dormant in the winter and more active other seasons.

**Mix:** This is our biggest concern as we have a high volume of pedestrian traffic, either on their way to the bike path or middle school, as well as atypical heavy equipment (excavators, loaders, bobcats, box trucks, trailers) which this study may not account for.

**Parking:** Ryder Street has a parking deficit which gets overwhelmed on a regular basis as-is, displacing access for residents. Is this being taken into account in the current study?

### Qualitative Assessment

Our biggest concern with our existing traffic patterns isn't the volume but the lack of controls, with contractors speeding off to their next job while texting through a sea of middle schoolers on their way to school. Specifically we'd like to understand the risk with our current setup:

**No Existing Signage:** No way finding, stop signs, or speed limits.

**No Markings:** No lanes, designated parking spots.

**No Sidewalk:** While there is a short side walk for 100 of 550ft of Ryder Street, it is not designed to accessibility standards, so pedestrians end up walking through the middle of the street, which is scary when young kids riding their bikes ahead of parents.

**Blind Turn:** The turn from the 1165 property onto Ryder is blind due to line of parked cars and elevation change, which is even more challenging when you consider the unpredictable nature of vehicle movement on our street.

**Variable Geometry:** Our street is a glorified parking lot which varies in width and condition leading to unpredictable behavior.

### Viable Alternatives

From your perspective as a traffic engineer, what alternatives should be considered to either complement or replace the proposed design?

**Access Points:** Are two access points necessary for a development of this size? The developers said they have built complexes larger than this with one curb cut, so why are two being proposed?

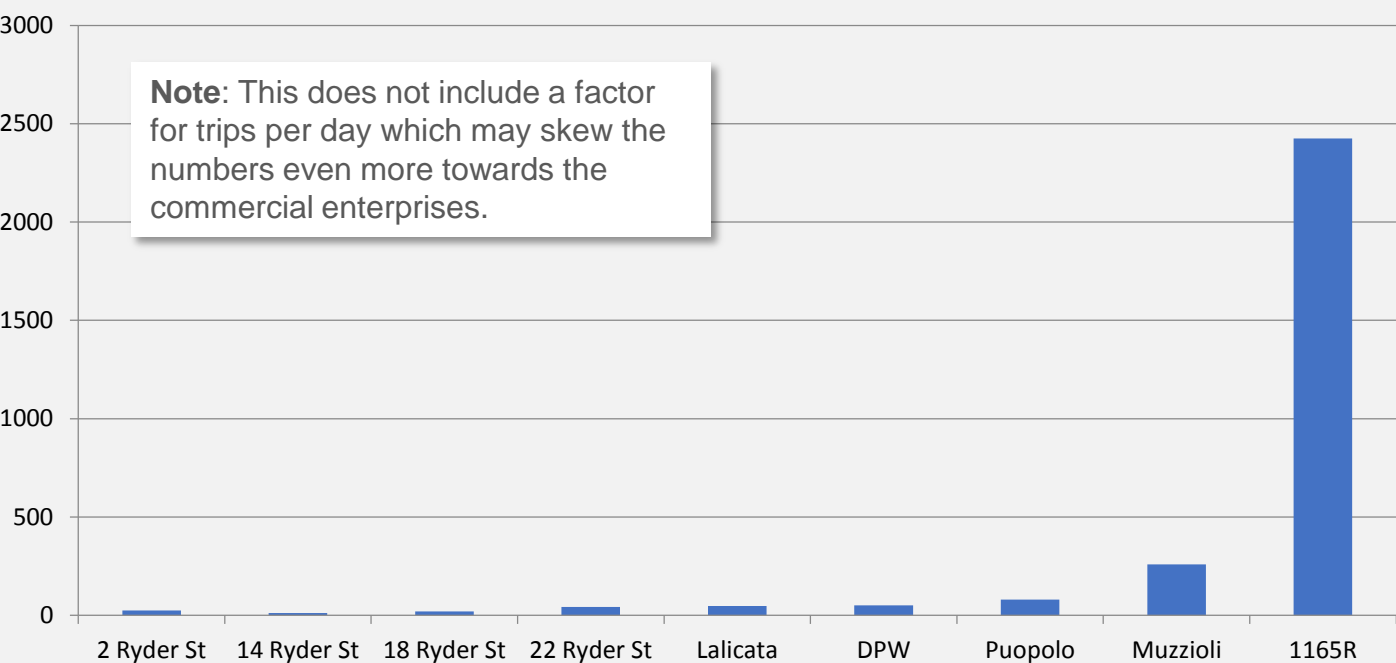
**Mass Ave Access:** The intersection of Forest Street and Mass Ave is one of the most dangerous in Arlington and the state. How much safer would this be if the entry/exit point was moved from 1165 Mass Ave which is 80 feet from that intersection to 1125 Mass Ave which is 450ft from that same intersection?

**Suggested Improvements:** What infrastructure improvements would you deem necessary to accommodate the current design in a way that meets existing standards for what is essentially a shared street?

**Anticipating Change:** There is a high likelihood that two additional adjacent properties will be developed in the next 5 years as well. How would this change the estimated usage and design recommendations?

# Disproportionate Burden

How might we fairly manage usage and wear of the street based on utilization?



Property	Frontage (m)	Frontage (%)	# Cars	Utilization Factor
2 Ryder St	47	16%	4	24
14 Ryder St	23	8%	1	13
18 Ryder St	28.5	10%	2	20
22 Ryder St	20.5	7%	3	42
Lalicata	60	21%	10	48
DPW	56	19%	10	51
Puopolo	14.3	5%	4	80
Muzzioli	22.2	8%	20	259
1165R	16	6%	135	2426

## Management

The abutters to Beck road each paid out of pocket to repave their private way. What accommodations will the developers make to contribute their fair share to the upkeep of this shared roadway?

- Repaving
- Sweeping / Plowing / Litter
- Parking Enforcement

## Phase-1

We understand that the 1165R development is likely to be followed by the development of the Lalicata and DPW properties ([link](#)), which could add an additional **128** parking space to our neighborhood.

Do the proposed designs support such a scenario where our street

experiences an influx of **263** vehicles?



# Open Invitation

We welcome you, individually or as a group, on a distanced walking tour of our neighborhood to observe the current state for yourselves.

## CLOSE CALLS: Our Lived Reality

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**Late For School** – A panicked parent with kids who are already late for school flew through our street at 40mph to avoid the traffic backup at the Forest Street and Mass Ave, almost hitting a pedestrian in the process.

**Brushed Off** – This fall, a driver was distracted trying to squeeze around a log jam of traffic, and sideswiped my wife who was gardening, pinning her to the garden bed without even realizing it..

**Unloading Groceries** – This winter I was double parked unloading groceries when a DPW truck sped by coming within 3 inches of hitting me and my car.

**Texting & Turning** – A car turning out of the 1165 onto Ryder turned wide to avoid slowing down and nearly struck our stroller, which was thankfully empty, all while texting.